



The official newspaper of C&O
Canal National Historical Park

Canal Visitor Guide

Troubled Bridge Over Water

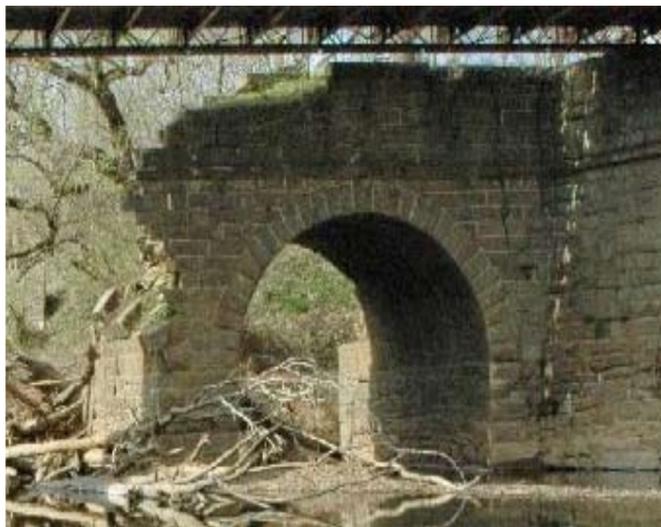
The Chesapeake & Ohio Canal is an impressive example of America's 19th century canal building era. It is also the only canal in the United States that is wholly preserved from end-to-end as a national park. The building of the canal required crossing many creeks and tributaries that flowed into the Potomac River, requiring engineers to construct aqueducts – “watered bridges” -- to carry water over water. At milepost 51.5, the Catoctin Aqueduct was constructed as one of eleven aqueducts along the C&O Canal. At one time, this aqueduct was referred to as the “most beautiful aqueduct on the line” and is currently listed in the National Register of Historic Places as a contributing resource in the C&O Canal Historic District.

Catoctin Creek, site of the Catoctin Aqueduct, stands as a testament of competition between two giants of our nation's transportation development -- the C&O Canal and the B&O Railroad. They struggled, fought, and even endured the rampant spread of disease, before finally compromising to cross in parallel a major tributary of the Potomac River, Catoctin Creek. The canal carried canal boats over by using the Catoctin Aqueduct and the railroad passed just yards upstream within sight on an adjacent viaduct.

Like many of the aqueducts along the canal, the Catoctin Aqueduct was constructed from stone quarried nearby. The granite used for the Catoctin Aqueduct was from Ellicott City, MD. Even granite, as sturdy as it is, can be damaged by severe weather. The frequent floods and storms took their toll on the aqueduct throughout the 19th and 20th centuries. On the last day of October 1973 (the year following Hurricane Agnes), the aqueduct's fragile walls succumbed to nature's forces, and two of the three 139 year old stone arches collapsed into Catoctin Creek. The remaining arch is unstable without the other two to help hold it up. The loss of this aqueduct created a substantial gap in the continuity of the C&O Canal and its towpath.

In 2005, the Catoctin Aqueduct Restoration Fund, Inc. (known as the CAR Fund) was incorporated in Maryland for the purposes of creating general awareness of the Catoctin Aqueduct and raising funds for restoration of the aqueduct. The CAR Fund has partnered with the C&O Canal National Historical Park, the C&O Canal Association, the Community Foundation of Frederick, numerous corporations and hundreds of individuals to restore the beautiful aqueduct.

While this task may seem challenging, it is not insurmountable, and already significant progress has



The Catoctin Aqueduct's lone remaining east arch as it appears today.

been made. Over 450 stones from the original aqueduct have been recovered from the nearby canal and creek and can be re-used in its reconstruction. Many of the original wrought iron railings have been salvaged and are stockpiled near the site for use as well.

A 2006 feasibility study concluded that the best method to stabilize the aqueduct is to restore the two collapsed arches. The west pier and east arch will be repaired and strengthened. The missing west and center arches will be reconstructed utilizing reinforced concrete. The completed 3-arch structure will be strengthened beyond the original capacity of the arches by using reinforced concrete in the interior of the structure.

The restored aqueduct will be an important part of the cultural landscape. It will help people understand and appreciate the operation of the canal. The restored Catoctin Aqueduct, adjacent to the railroad viaduct, will also help people appreciate the difficult relationship between the C&O Canal and the B&O Railroad. The aqueduct will again be able to reflect the stories of the men, women, and children who worked on and lived along the C&O Canal. Current plans call for restoration to begin in the spring of 2008 and to be completed in the April of 2009 -- coinciding with both the 175th anniversary of the building of the Catoctin Aqueduct and the 55th anniversary of Justices Douglas' 1954 hike, the hike that led to the eventual establishment of the C&O Canal National Historical Park.

Welcome From the Superintendent

Welcome to the Chesapeake & Ohio Canal National Historical Park!

Throughout the year, each season brings a unique feeling to the park experience. In winter the chill in the air, frost, and at times snow often provide for a quiet, solitary visit.

The quiet of winter also provides for a time of planning and renewal. This winter the Great Falls Tavern Visitor Center reopens after an extensive renovation while the visitor centers at Brunswick, Williamsport and Cumberland remain open for visitors during the winter months (check the schedule on page 2 for visitor center hours). At each of these locations, visitors have an opportunity to escape the cold outside while taking in the history of the C&O Canal.

As you visit the park, reflect on those who toiled to construct the canal, those who walked the canal towpath leading teams of mules, those who made this canal a vital economic and social part of the many communities along the canal for nearly 100 years. Walking along the towpath was work for many of them, but they saw and appreciated much of the beauty you see today.

As you explore the outdoor areas of the park this winter, be careful. Winter activities such as cross-country skiing and ice skating bring with them certain hazards. Exercise caution, know your limits and plan for a safe trip and you will ensure that your visit will be enjoyable.

I'll see you on the towpath!

Kevin Brandt

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National Park Service
U.S. Department of the Interior

C&O Canal National Historical Park
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Park Services and Programs

Park Fees:

The Great Falls area charges an entrance fee of \$5/car, \$3/cyclist/walker. Fees for commercial vehicles vary according to size of vehicles and number of passengers. Fees are good for three days. All other access points to the park are free.

Canal boat rides offer an opportunity to experience living history while traveling up the canal. Boat rides will resume in early April at the Georgetown and Great Falls locations. Rides last one hour and cost \$7/adult, \$5/senior (62 & over), and \$5/child (ages 6-15), children 5 & under free. The cost for school groups is \$4/student. Please contact the Great Falls visitor center to make reservations for school groups.

Regularly scheduled programs are free. Additional programs and events may be offered seasonally -- please check local visitor centers for more information.

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
Georgetown							
Visitor Center, 202-653-5190 Closed for the winter season, will re-open in early April.							
Great Falls							
Visitor Center, 301-767-3714 Open year-round 9:00 a.m. - 4:45 p.m. Museum, exhibits, orientation and information.	●	●	●	●	●	●	●
Sights and Sounds of the Season 10 a.m. First and last Wednesdays and Saturdays of the month Join a park volunteer on a 2-hour nature walk and discover the beauty of the season at Great Falls on the C&O Canal. Meet at the visitor center.			●			●	
Rangers Choice 1:30 p.m. Join a park ranger for a demo, talk or walk to learn more about the stories of the Great Falls area. Meet the ranger at the visitor center.						●	
Brunswick							
Visitor Center, 301-834-7100 Open Friday, 10 a.m. - 2 p.m., Saturday, 10 a.m. - 4 p.m., Sunday, 12 p.m. - 4 p.m. An inter-agency visitor center with the Brunswick Railroad Museum. Park information, orientation and exhibits on the canal.					●	●	●
Williamsport							
Visitor Center, 301-582-0813 Open year-round Museum, orientation, exhibits, and information. Self-guided walking tours available of historic structures nearby include an aqueduct and lockhouse.			●	●	●	●	●
Hancock							
Visitor Center, 301-678-5463 Closed for the winter season, will re-open in late May.							
Cumberland							
Visitor Center, 301-722-8226 9 a.m. - 5 p.m. Open year-round Museum, exhibits, orientation and information are located in the historic 1913 Western Maryland Railway Station. Inter-agency visitor center provides information on park and Allegany County tourist information. Ice-skating on the terminus basin is available when conditions warrant and is at your own risk.	●	●	●	●	●	●	●

Five Ways to Enjoy the Canal

Let It Snow! Let It Snow! Let It Snow!

Winter brings a special opportunity to experience the solitude, peace and beauty of the canal from a unique perspective. The towpath makes an ideal cross-country skiing trail with its flat, level surface and is ideal for beginners to experienced skiers alike.

When the watered portions of the canal freeze over, they make a popular place for ice-skating. Please keep in mind that ice should be frozen at least four inches thick or more and skating is at your own risk. Widewater in Great Falls is closed to ice-skating. **Never skate alone!**

While enjoying winter recreation, remember to dress for the weather, bring water and be prepared for sudden weather changes.



Pedal the Path!

Biking the towpath is one of the most popular methods of enjoying the C&O Canal. In general, the towpath is an even, hard-packed dirt trail ideal for biking. A towpath detour is in effect at Big Slackwater (mile 84.5 to mile 88.1). To obtain more information and a map, please contact your local visitor center or visit the park website at <http://www.nps.gov/choh>.

Bicyclists must follow park, county and state regulations while riding in the park. Cyclists must yield the right-of-way to all pedestrians, horses and mules; wear helmets if a child is under 16; ride in single file; and observe a 15 mph speed limit.

Take A Hike!

The canal towpath is an ideal place to enjoy a moment of solitude and enjoy nature and wildlife along the Potomac River. You can take a short hike or walk the entire 184.5 miles from Georgetown to Cumberland. Challenge yourself by scrambling over the rocks on the Billy Goat Trail while taking in some magnificent views of the Potomac Gorge. Great Falls Tavern visitor center has maps of the Great Falls hiking trails. Park maps of the towpath are available at all visitor centers. Bring water, wear sturdy footwear and be prepared for changing weather conditions.



Sleep Under the Stars!

There are a multitude of opportunities for camping along the C&O Canal. Car camping sites are located at Antietam Creek (walk-in), McCoy's Ferry, Fifteenmile Creek, Paw Paw Tunnel (walk-in) and Spring Gap. Sites are first-come, first-serve at a fee of \$10 per night per site. Sites are limited to 8 people per site. Group sites are also available at McCoys Ferry, Fifteenmile Creek, Paw Paw and Spring Gap for \$20 per night with a maximum of 35 people per site.

In addition, the park offers free hiker-biker campsites along the towpath every 5-7 miles. These sites are limited to one night. Groups may share sites as space allows.

All sites include a chemical toilet, picnic table and grill as well as drinking water (available mid-April through mid-November).

Happy Trails!

Horseback riding is permitted on the towpath from Swains Lock (mile 16.6) to the Offutt Street crossing at Candoc (mile 181.8) in Cumberland. Horses are prohibited through the Paw Paw Tunnel (use Tunnel Hill trail). Riders may not exceed a slow trot. Please walk horses across aqueducts. Feed for horses must be carried, and manure must be removed. Grazing is prohibited in the park. Visitors can use boat ramps for watering horses. Hiker/biker campsites can be used by trail riders. Horses are prohibited at drive-in campsites. For more information, contact local visitor center or park website, <http://www.nps.gov/choh>.



Recreational Guide by Milepost

Bike Repairs/Rental	Food	Car Camping -- Fee Charged
Boat Ramp	Groceries	Visitor Center
Canoe/Kayak Ramp	Parking	Restrooms
Boat Rental	Picnic Table	Lodging
Fee Charged	Tent Camping only	

Note: Commercial services are subject to change at any time.

0.1 Thompson Boat House 	26.1 Horsepen Branch 	62.9 Huckleberry Hill 	101.2 Jordan Junction 	140.9 Fifteemile Creek
0.4 Georgetown 	27.2 Sycamore Landing 	64.9 Dargan Bend 	106.8 Dam 5 	144.5 Devils Alley
3.1 Fletchers Cove 	30.5 Chisel Branch 	69.6 Antietam Creek 	109.0 Four Locks 	149.4 Stickpile Hill
5.4 Lock 6 	30.8 Edward's Ferry 	72.7 Lock 38 / Shepherdstown, WV 	110.0 North Mountain 	154.1 Sorrel Ridge
6.5 Sycamore Island 	34.4 Turtle Run 	75.2 Killiansburg Cave 	110.4 McCoys Ferry 	156.1 Paw Paw
7.0 Lock 7/Glen Echo 	35.5 Whites Ferry 	76.6 Snyders Landing 	112.4 Fort Frederick State Park 	157.4 Purslane Run
8.3 Lock 8/Seven Locks 	38.2 Marble Quarry 	79.2 Horseshoe Bend 	113.8 Big Pool 	162.1 Town Creek
8.8 Lock 10/Seven Locks 	42.2 Monocacy Aqueduct 	80.9 Taylors Landing 	116.0 Licking Creek Aqueduct 	164.8 Potomac Forks
10.5 Carderock 	42.5 Indian Flats 	82.7 Big Woods 	120.6 Little Pool 	166.7 Oldtown/Battie-Mixon
11.0 Marsden Tract – group campground permit required. Parking 0.5 mile at Carderock. 	44.6 Nolands Ferry 	84.4 Dam 4 	124.5 Little Tonoloway/Hancock 	169.1 Pigmans Ferry
12.2 Anglers Inn 	48.2 Point of Rocks 	88.1 McMahons Mill 	126.4 White Rock 	173.3 Spring Gap
14.3 Great Falls 	50.3 Bald Eagle Island 	90.9 Opequon Junction 	129.9 Leopards Mill 	175.3 Irons Mountain
16.6 Lock 51/Swains Lock 	50.8 Lock 29/Lander 	95.2 Cumberland Valley 	130.7 Cohill Station 	175.5 Lock 75/North Branch
19.6 Lock 22/Pennyfield Lock 	55.0 Brunswick 	99.2 Lock 44 	133.6 Cacapon Junction 	180.1 Evitts Creek
22.1 Lock 23/Violette's Lock 	60.8 Harpers Ferry 	99.8 Williamsport 	139.2 Indigo Neck 	184.5 Cumberland / Canal Terminus
22.8 Seneca 				

Know Before You Go

Avoid the worst. Put Safety First! We want all our visitors to have a safe and memorable visit to the C&O Canal National Historical Park. By keeping in mind the following regulations, you will help preserve our park and keep yourself safe at the same time. If you do encounter an emergency at any time, please call 1-866-677-6677 or 911.

- Please take your trash with you. We are a trash-free park. Trash bags are provided at dispensers located throughout the park.
- Take only pictures, leave only footprints. Please do not remove artifacts or natural items from the park.
- Children under 16 must wear bike helmets while riding; we encourage adults to do so as well. Bicyclists must observe a speed limit of 15 mph while riding the towpath. Bells are recommended.
- Dogs are welcome on the towpath, but must be on a leash at all times. Dogs are not permitted on the Billy Goat Trail, Section A or on the overlook trail to Great Falls.
- Camp in designated areas only. Winter camping is allowed, however, no potable water is available.
- Ice skating is at your own risk, and only as conditions allow -- ice should be at least 4 inches thick. Ice-skating is not permitted at Widewater in the Great Falls area.
- Do not operate motorized vehicles on the towpath.
- Do not carry or consume alcoholic beverages in the park.

Park Map and Highlights



The Cumberland Visitor Center is part of the old Western Maryland Railway Station built in 1913.



The 3,118 foot Paw Paw Tunnel took 14 years to build and nearly bankrupted the canal company.



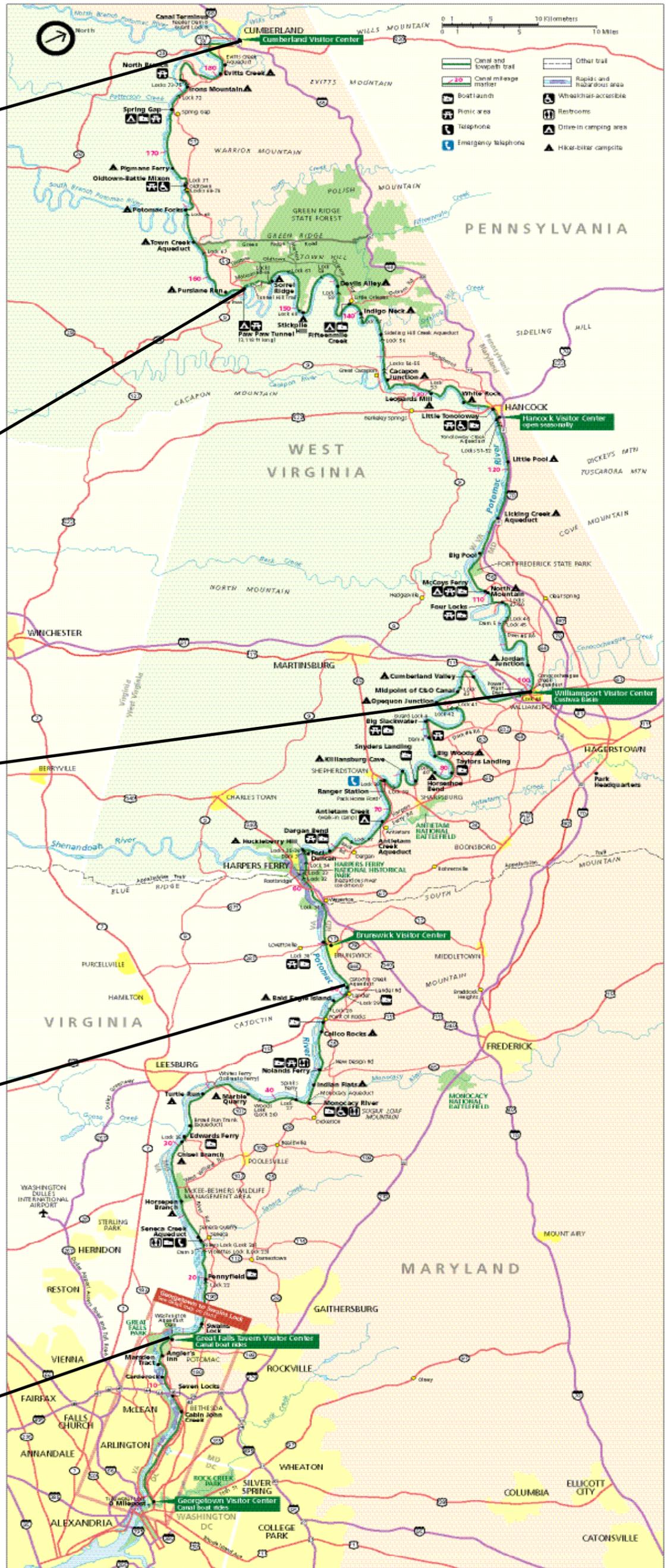
The Cushman Warehouse was built in the early 19th century and was used to transfer coal from canal boats to rail cars. Today, it houses the Williamsport Visitor Center.



The remains of the Catoclin Aqueduct stand at Milepost 51.5 with plans to start restoration by 2008.



The Great Falls Tavern Visitor Center will re-open this winter. New exhibits are planned for next spring.



Friends of the Park

C&O Canal Trust

The C&O Canal Trust was founded in early 2007 to bring the resources of the community -- its energy, expertise, and economic might -- to the task of protecting, restoring, and promoting the C&O Canal National Historical Park. The Trust recognizes we all have an obligation to ensure that the park's natural, historic, and recreational qualities are available for future generations to enjoy. The Trust's strategy is not to replicate that which the National Park Service should be doing, but rather to work in partnership with park staff to complement and expand their efforts. Through a combination of volunteerism, community outreach, education, fundraising, and hands-on restoration, the C&O Canal Trust is working



to reclaim one of America's premier national parks.

The C&O Canal Trust believes that bold thinking and fresh ideas are needed if the canal is going to meet the challenges of the 21st century.

Perhaps this will take the form of restoring the canal system between Seneca and Georgetown, complete with operating locks and boat traffic. Or maybe one of the signature projects will be refurbishing the 27 remaining lockhouses to create a "hut-to-hut" system to accommodate overnight stays along the 184.5-mile towpath. The choices are unlimited. Restoration and revitalization of the C&O Canal can be this generation's legacy for the ages. For more information on how to get involved, visit their website at <http://www.canaltrust.org>.



National Park Service
U.S. Department of the Interior

Chesapeake & Ohio Canal National Historical Park

Preserving America's colorful canal era and transportation history, the Chesapeake & Ohio Canal National Historical Park is 184.5 miles of adventure. Originally, the C&O Canal was a lifeline for communities and businesses along the Potomac River as coal, lumber, grain and other agricultural products floated down the canal to market. Today millions of visitors hike or bike the C&O Canal each year to enjoy the natural, cultural and recreational opportunities available.

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The National Park Service cares for the special places saved by the American people so that all may experience our heritage.

C&O Canal Association

The C&O Canal Association is a citizens' association concerned with the conservation of the natural and historical environment of the C&O Canal and the Potomac River Basin. The Association supports the National Park Service in its efforts to preserve and promote the 184.5 mile towpath and the open spaces within the C&O Canal National Historical Park. Membership is open to all.

Association activities include hikes, bike and canoe trips, a level walkers program, and special projects to support park activities. The Association provides opportunities for fellowship and education as well. Members receive a quarterly newsletter.

For more information about the C&O Canal Association, activities, and special projects, visit the www.candocanal.org or call 301-983-0825.

C&O Canal Association Membership

Name: _____

Address: _____

E-Mail: _____

Phone Number: _____

Membership Rates (circle rate):

Individual \$15 Family \$20 Patron \$25

My C&O Canal Association badge should bear this name: _____

Second badge name (Patron or Family Membership) _____

Mail to:
C&O Canal Association
P.O. Box 366
Glen Echo, Md. 20812-0366

Volunteers-in-the-Parks

The success of C&O Canal's Volunteers-In-Parks program is a result of the hard work and dedication of the volunteers that choose to serve at the park. This park relies on the skills, talents, and abilities of our volunteers to assist park staff in providing a quality visitor experience while preserving and protecting the resources of the park.

The park has many ways in which volunteers can donate service to the park. Currently, recruit volunteers interpreters on the canal boats, The Charles F. Mercer. for the Georgetown boat operations. All are provided by the We are always knowledgeable engaging visitors our visitor center lockhouses, and booths at special events. Volunteer schedules are flexible -- we have opportunities available seven days a week.



the park is seeking to to work as costumed park's two mule-drawn Georgetown and the Volunteers are needed and Great Falls Tavern training and costumes park. looking for friendly, people who enjoy to assist in staffing information desks,

Volunteers are rewarded by getting to know the park's resources in a deep and meaningful way, meeting people from all different walks of life, and assisting National Park Service employees in making every visitor's experience a positive and memorable one. To become a part of our team, please contact the park Volunteer Coordinator at 301-714-2233, if you are interested in these positions or want to know about other volunteer opportunities the park has to offer or visit our website, <http://www.nps.gov/choh/supportyourpark/volunteer.htm>.



Since 1947, Eastern National has been a proud partner to the national parks which currently partners with over 150 national parks and public trusts and has donated over \$70 million to the National Park Service through the years. Eastern National is dedicated to helping visitors find the information, materials, and experiences they need to fully understand and appreciate the legacy of the places they will visit.

We encourage you to become a member of Eastern National and help support their programs. Membership costs \$25 per year and the net proceeds from Eastern National bookstores are donated directly to the National Park Service. Members receive a 15% discount on purchases made at any of their bookstore locations. Many other NPS cooperating associations throughout the United States honor a similar discount to Eastern members. Please visit their website at <http://www.eparks.com> for more information.

A Tale of Two Trails

Where the Chesapeake & Ohio Canal towpath ends in Cumberland, Maryland, another trail begins, The Great Allegheny Passage, a rail-trail path, heads northwest to Pittsburgh, Pennsylvania. Years in the making, a nine-mile section of the trail from Cumberland to Woodcock Hollow opened in December, 2006, connecting the C&O Canal towpath to the Great Allegheny Passage. All that remains to complete the 150 mile-long trail is an 8-mile section leading right into downtown Pittsburgh. A section of the trail near Cumberland is the only area where “live” railroad tracks still carry trains, in this case, the Western Maryland Scenic Railroad.

Like the C&O Canal Paw Paw Tunnel, the tunnels on the Great Allegheny Passage are highlights of this trail. At 3,294 feet long, the Big Savage Tunnel required a major renovation effort to restore and re-open the structure. Now fully lighted, the tunnel is closed from late November to early April to protect it from weather damage. Other tunnels include the Borden, Brush and

Pinkerton tunnels. Be cautious in the Brush Tunnel when the steam train is passing through – when it blows its whistle, it can be ear-splitting!

The canal has aqueducts and the railroad has viaducts. One carries boats over water and one carries railroad cars over water. One of the distinctive viaducts on the Great Allegheny Passage is the Salisbury Viaduct near Meyersdale, Pennsylvania. At 1,908 feet long and with an impressive height above the valley below, the view it provides is breathtaking.

While the Potomac River at Harpers Ferry and Great Falls provides whitewater adventures near the C&O Canal, the Youghiogheny River at Ohiopyle allows for similar thrills to those exploring the Great Allegheny Passage. Two architectural gems by Frank Lloyd Wright – Fallingwater and Kentucky Knob are very near to Ohiopyle as well. Fort Necessity and Friendship Hill provide opportunities to learn more about the French & Indian war.

Elevation changes on the Great Allegheny Passage are a bit more dramatic than the

C&O Canal. While the canal rises only 605 feet, the Passage climbs to a high point of 2,392 feet above sea level at Deal, Pennsylvania. If you begin your ride from Cumberland, you will burn quite a few calories for the next several hours as you make the long, slow 24-mile climb to Deal. You are then rewarded by the rest of the ride from Pittsburgh being all downhill!

The summer of 2007 saw quite a number of through-bikers heading east and west along the two trails. In June, over five hundred bikers from all over the country participated in the Greenway Sojourn that originated in Georgetown and followed the towpath and passage west to McKeesport.

The two trails meet in Cumberland – both part of the Potomac Heritage National Scenic Trail – that give visitors a wonderful opportunity for adventure and exploration. Experiencing transportation history of both the railroad and the canal, as well as enjoying panoramic vistas of the historical areas that shaped our country is a journey not to be missed.



Salisbury Viaduct near Mile 34 on the Great Allegheny Passage.



The connection between the towpath and Passage at Canal Place in Cumberland, MD.

Park-wide Firewood Ban



A tree killed by the Emerald Ash Borer.

Ever notice how little things really do make a big difference? Right now the C & O Canal National Historical Park and other parks throughout the country are facing a threat from a small but deadly pest, the Emerald Ash Borer. Since 2002, over 15 million ash trees have been destroyed by this Asian beetle that kills branches and then entire trees. By chance, this exotic pest was introduced in 2002 in Michigan, but now has migrated across the country and is residing in Maryland near the C & O Canal.

The Emerald Ash Borer primarily infects species of ash trees. The initial damage to the trees is caused by the Emerald Ash Borer larvae, not by the adult beetles. The larvae feed on cambium between the bark and heart wood and produce tunnels which eventually kill branches and entire trees. Once the larvae mature and emerge as adult beetles in the late spring, the ash borer beetles

can be visibly seen as they exit through the bark leaving behind D-shaped exit holes. The tree goes through a series of damaging phases because of the beetle's insatiable hunger – bark starts to split, adult beetles feed on the leaves of the ash trees, foliage of the damaged trees wilts and becomes increasingly thin. Within 2 years of infestation an infected tree can lose 30-50% of their canopy, and can eventually die within 3-4 years.

Another threat to park trees comes from the Asian Longhorned Beetle, which also feeds on hardwood trees. Maple, elm, chestnut and other hardwood trees are at risk from these small creatures. These beetles have the potential to cause more damage than Dutch elm disease since they will feed on a variety of trees. So far, the Asian Longhorned beetles have been located primarily in the cities of Chicago and New York.

While a small beetle is causing a major problem, you can take a small step to help the C & O Canal NHP and other parklands by NOT carrying firewood into the park – a ban on bringing in firewood is now in effect park-wide. This small step can slow the movement of the beetles into areas that have not been affected by the exotic pest and preserve ash trees from possible major decline in numbers. When camping at park drive-in campgrounds -- Antietam Creek, McCoys Ferry, Fifteen Mile Creek, Spring Gap or Paw Paw Tunnel, or hiker-biker sites along the canal, campers may still gather downed wood near the campgrounds. Some firewood cut by park staff from inside the park may be available at campsites. Many nearby state and national parks have implemented similar bans on carrying firewood into the parks. If we all take small steps and consider the little things we can do, the C & O Canal NHP and other parks can possibly avoid a major problem caused by this small pest.



The larvae feed on the inner bark, disrupting the tree's ability to transport water and nutrients.

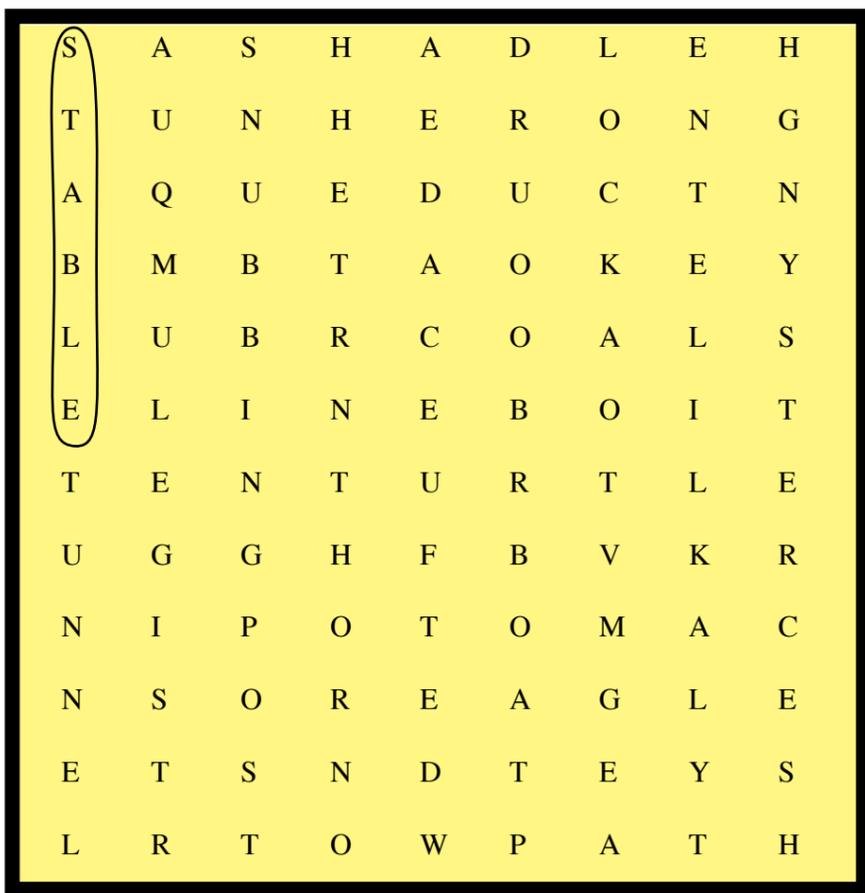


Adult beetles nibble on the leaves of ash trees.

Kids Corner

Canal Word Search

Find these words in the puzzle below:
Tunnel, Towpath, Boat, Aqueduct, Mule, Lock, Potomac, Snubbing Post, Horn, Line, Coal, Key, Turtle, Eagle, Heron



Children on the C&O Canal

Families ran most of the boats that went up and down the C&O canal which meant that children traveled on the boats. Boats took trips through the spring, summer, and fall, but stopped for the winter, since the canal was drained of water from December through March. Children had to work during the months the canal was in operation, doing everything from leading the teams of mules to possibly even steering the boat as they got older. Most canal children only went to school for about four months each year during the winter months. So going to school in the winter was actually a treat for kids -- something they looked forward to. It was a time when they were able to be with other children their own age and they didn't have to work on the boats. A whole new reason to look forward to that first freeze!

Canal Coloring Page

More to Explore

It's easy to get to know more about the Chesapeake and Ohio Canal and other National Parks.



Become a Junior Ranger at the C&O Canal. Get a Junior Ranger book at any of Park Visitor Center or ask your parents to go to the World Wide Web at www.nps.gov/choh/forkids/beajuniorranger.htm. When you finish the book, visit a ranger to earn your badge.

Become a WebRanger and explore National Parks all across the United States without leaving your home. Visit www.nps.gov/webangers/ for WebRanger activities.

